लिए एक बड़े पैकेज की घोषणा करने का विचार रखती हैं;

(ख)यदि हां, इसकी मुख्य विशेषताएं क्या हैं;

(ग)उक्त पैकेज की घोषणा कब तक कर दिये जाने की संभावना हैं; और

(घ)इस पैकेज के फलस्वरूप संचार सेवा की स्थिति में किस हद तक सुधार होने की संभावना हैं?

संचार मंत्री (श्री जगमोहन) : (क) से (घ) सरकार द्वारा नई दूरसंचार नीति पर सिफारिशें देने के लिए एक दूरसंचार दल का गठन किया गया हैं। यह दल अन्य बातों के साथ-साथ संचार के क्षेत्र में प्राइवेट सेक्टर द्वारा अदा की जा सकने वाली भूमिका पर विचार कर रहा हैं। मार्च, 1999 के अंत तक इस दल की सिफारिशें प्राप्त हो जाने के संभावना हैं। दल की सिफारिशें मिल जाने के बाद सरकार अपना दृष्टिकोण तय करेगी।

Development of Tourism in Tamil Nadu

*2. SHRI V.P, DURAISAMY: Will the Minister of TOURISM be pleased to state:

(a) the number of proposals received from the State Government of Tamil Nadu for development of tourism in the State;

(b) the number of proposals cleared till 31st December, 1998; and the details thereof; and

(c) the number of proposals pending and the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF TOURISM (SHRI ANANTH KUMAR): (a) to (c) Ministry of Tourism in consultation with State Government have prioritised 20 projects for Central Financial Assistance during the year 1998-99 for Rs. 435.00 lakhs. Proposals for 13 projects were received from the State Government. However, on scrutiny of the proposals it was found that the proposals were incomplete as per the Guidelines laid down by the Ministry of Tourism. Therefore, no projects were sanctioned till 31.12.1998. Subsequently however, seven projects amounting to Rs. 87.81 lakhs were sanctioned.

बाली बीमा कारोबार

*3.**श्री ईश दत्त यादव** :
चौधरी हरमोहन सिंह यादव :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क)क्या सरकार को देश के विभिन्न भागों में चालू जाली बीमा कारोबार की जानकारी हैं;

(ख)यदि हां, तो क्या जाली बीमा कारोबार जीवन बीमा निगम के विकास अधिकारियों, एजेंटों और निगम के कार्यालयों की मिलिभगत से चल रहा हैं जिसके परिणामस्वरूप जीपन बीमा निगम को भारी घाटा हो रहा हैं;

(ग)क्या केन्द्रीय जांच ब्यूरो को इस मामले की जांच करने के लिए कहा गया हैं;

(घ)यदि हां, तो तत्संबंधी ब्यौरा क्या हैं; और

(ड.)देश में जीवन बीमा निगम के कार्यकरण को सरल एवं कारगर बनाने हेतु सरकार द्वारा क्या प्रैस कदम उठाए गए हैं?

वित्त मंत्रालय (बैंक्रिग राजस्व तथा बीमा) में राज्य मंत्री (श्री कादाम्बूर एम0आर0 जनार्दनन) : (क) और (ख) पिछले कई वर्षो में सरकार के नोटिस में जीवन बीमा निगम में जाली बीमा कारोबार के मामले आये हैं।

(ग) और (घ) हां। पिछले चार वर्षो में केन्द्रीय जांच ब्यूरो द्वारा जांच किए गए मामलों की संख्या निम्न प्रकार हैं;

वर्ष	संख्या
1995-96	8
1996-97	3
1997-98	शून्य
1998-99	शून्य

(ड.)सरकार ने इन अनाचारों की जांच करने हेतु केन्द्र सरकार के भूतपूर्व वाणिज्य सचिव श्री ए0वी0 गणेशन की अध्यक्षता में एक उच्च शक्ति प्राप्त समिति नियुक्त की थी। इस समिति की अधिकांश सिफारिशों को भारतीय जीवन बीमा निगम द्वारा कार्यारन्वित किया जा चुका हैं जिससे अनाचारों को नियंत्रित करने में सहायता मिली हैं।

National Judicial Commission

*4. SHRI PRAFULL GORADIA:

SHRI SOUPETA RAMACHANDRA REDDY:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are aware that eminent jurists, former police officials and

others have suggested setting up of a National Judicial Commission for appointment/removal and transfer of Supreme Court and High Court judges; and

(b) if so, what is Government's re-action thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI M. THAMBI DURAI): (a) Yes, Sir.

(b) One of the items of the National Agenda for Governmance is to set up a National Judicial Commission to make recommendations for Judicial appointments in the Supreme Court and the High Courts.

Policy on Road Transport

*5. SHRI RAMDAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact mat the number of vehicles in the country has grown from 0.3 million in 1951 to 33.5 million in 1996 thus registering a growth rate of over 10 per cent per annum;

(b) if so, what broad policies relating to road transport and free and safe movement of vehicular traffic are being formulated by Government during the Ninth Han period; and

(c) the details of budgetary provisions made during 1999-2000?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (SHRI M. THAMBI DURAI): (a) The total number of vehicles have increased from 3.06 lakhs in 1951 to 337.83 lakhs in 1996 registering a growth rate of about 11% p.a.

(b) Broad policies for the Road Transport during Ninth Five Year Plan are:

1. Strengthening and improving the crucial sections of the highway network through phased removal of deficiencies and multi-laning of high density corridors
2. Improving the road communications in remote areas such as the North Eastern States
3. Taking up special National Highway development project for the total length of 16000 km. approximately which includes the major highways linking Delhi; Calcutta, Chennai and Mumbai constituting the golden quadrangle and North-South and East-West corridors alongwith certain spurs.
4. To give further push to private sector participation by taking up viable sections of four major corridors under BOT Scheme for four laning.
5. To give utmost attention for proper upkeep and maintenance of the road networks already created
6. To tackle the problem of road safety by adopting measures for education of road users and strengthening of the enforcement.
7. In the area of road construction proper engineering measures like provision of median, railing, lane marking, replacement of level crossings by Rail-over-Bridges and provision of reflectorised road signs, rest areas etc. would be taken up to improve road safety.
8. In order to minimise adverse impact of enviroment caused by road construction, new road construction and maintenance practices will be encouraged. Deforestation during road construction would be kept to the minimum and any cutting of trees will be replaced by plantation of trees.
9. Research and Development activities will be taken up in all areas of road development with the objective to develop road planning and construction technology which results in reduction in construction cost, vehicle operation cost, accident rates etc.
10. In order to build quality roads, adoption of new technology, will be encouraged.
11. While efforts would be made to strengthen the enforcement machinery to check overloading, steps will be taken to modernise the truck fleet by introducing multi-axle vehicles.
12. Rationalisation of the tax structure to achieve interstate parity in taxation and